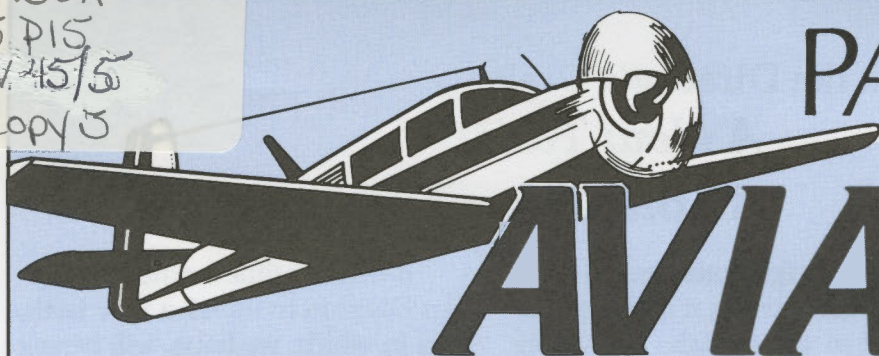


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Volume 45, Number 5

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October 1993

Greenwood Terminal Building Opens Its Doors

The Greenwood County Airport shined and shimmered recently when it opened its doors to the new airport terminal building.

The grand opening ceremony of the facility featured a fly-over by an antique airplane, National Guard color guards, and plenty of speeches by local politicians.

The new terminal, according to Peter Arnoti of the Economic Alliance, will bring an extra dimension to Greenwood County, emphasizing economic development and improving the aviation community.

Belle Kennette, vice chairman Greenwood County Council, recog-

nized all those people who assisted in the construction of the terminal, as well as those who were instrumental in funding the project.

Gov. Carroll Campbell sent a letter saying the new terminal will "bolster our commerce, trade and transit industries" and will create "another easily accessible link to South Carolina's transportation network."

One interesting aspect of the terminal is that some items for the building were donated by local businesses while others made a monetary contribution. Corporatedonors included

See Greenwood, Page 6



Belle Kennette, Vice Chairman Greenwood County Council, after the official dedication ceremonies.

1993 Aviation Conference: The Gears Are Up

It's almost here! The S.C. Annual Airports Conference is getting ready to enlighten and entertain in Myrtle Beach, October 24 - 27.

This year's conference will highlight Ted Beckloff, FAA Regional Administrator for the Southern Region, Robert Liming from the S.C. Department of Parks, Recreation and Tourism and Russ Spray from Rocky Mountain Helicopters.

Of course, an airports conference wouldn't be complete without a full slate of entertainment and social functions.

The conference officially kicks off with registration and a reception on

Sunday evening, October 24, at the hotel.

General sessions begin on Monday at 9 a.m. with a special address by FAA's Ted Beckloff.

The 16th Annual Airports Conference will be held at the Best Western Landmark Resort Hotel in Myrtle Beach.

Conference coordinators from the S.C. Aviation Association expect people interested in all aspects of aviation, including airport managers, FBO's, pilots, airport commissioners and aircraft owners.

A session showing the transition
See Airport Conference, Page 6

S.C. Aeronautics Awards Airport Grants

Last month, the South Carolina Department of Commerce Division of Aeronautics announced more than \$112,000 in state grants for airport improvements. When combined with matching funds from the FAA, the total project cost will be more than \$2 million.

The following airports were awarded airport improvement grants:

Clemson-Oconee Airport:
\$26,150 to expand the aircraft
See Airports, Page 6



PALMETTO AVIATION is an official publication of the South Carolina Department of Commerce, Division of Aeronautics. It is designed to inform members of the aviation community, and others interested in aviation, of developments in aviation and aviation facilities, and to keep readers abreast of state, national and international trends in aviation.

The Division of Aeronautics is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

Carroll A. Campbell
Governor

Department of Commerce:

Wayne L. Sterling
Interim Director

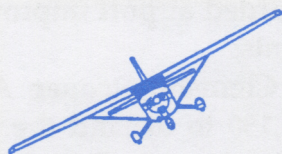
Division of Aeronautics:

Joseph J. Saleeby
Executive Director

William A. Walls
Director of Airports

Walter I. Johnson
Director of Aviation

Helen F. Munnerlyn
Editor



From the Director's Desk *A New Twist* *At the Airports Conference*

Amid budget cutbacks and slowing economic times, it is sometimes difficult to accomplish everything you set out to do. But there's one thing I don't think anyone in the aviation community should miss — the South Carolina Airports Conference.

The '93 Airports Conference is being operated entirely by the South Carolina Aviation Association. The annual conference was first conceived more than 16 years ago by then S.C. Aeronautics Director, John Hamilton, who had the foresight to gather the FAA, state leaders, airport managers, FBO's and state Aeronautics personnel at one time.

He envisioned a way to bring all parties involved in aviation together so they could plan South Carolina's air system, trade ideas, solve problems, meet the industry leaders and, as a result, develop long-lasting friendships.

Many of the wonderful ideas that took shape at the Airports Conference later became policy. I am proud to say that some of those ideas developed into programs we are still using today.

This month, the 16th Annual Airports Conference will be held in Myrtle Beach at Best Western Landmark Resort.

The beach front resort will be host to airport managers, FBO's, airport commissioners, the FAA and all the movers and shakers in the aviation industry.

It will be a time for the Aeronautics Division to unveil a new tactic, one in which, we hope, will benefit everyone.

This year, we will announce all state airport improvement projects and their tentative allocations on Wednesday morning.

We had requests for more than \$2.4 million from state airports who had a need for airport improvements. At the same time, the FAA had requests for more than \$39 million

from South Carolina.

Our tentative state allotment won't be much more than \$500,000. So who's project gets money and which one doesn't?

That's probably one of the toughest decisions our staff of Airport Development and I have had to make this year.

The 93-94 airport improvement projects are prioritized according to need, economic development and safety.

All of which are important, but the biggest factor in deciding a project is if the state has the money to fund it in the first place.

With our needs far exceeding our wants, it is extremely difficult to make the decisions, especially when the requests are more than five times as much as our state finances allow.

The Wednesday session will inform you of the 93-94 projects and will prove to be as exciting as is

See State Grants, Page 4



Saleeby

South Carolina Division of Aeronautics Offices are at Columbia Metropolitan Airport. Mailing Address: P.O. Drawer 280068, Columbia, SC 29228-0068. Phone (803) 822-5400 or 1-800-922-0574.

John W. Hamilton Former Director SCAC

John W. Hamilton, former executive director of the South Carolina Aeronautics Commission died August 30, 1993, in Columbus, N.C.

A graduate of The Citadel, he served as a lieutenant with the S.C. Law Enforcement Division. He was installed as Director of the S.C. Aeronautics Commission in 1971 by Gov. John C. West and served until his retirement in 1990. He had 30 years of state service.

As director of Aeronautics, he was instrumental in obtaining more than \$18 million in bonds for airport improvement projects. He helped establish state-owned airports into independent city/county authorities; he



John Hamilton

founded the S.C. Annual Airports Conference; and secured funding for the Civil Air Patrol S.C. Wing.

He also established the state's fleet of seven aircraft, directed the building of the S.C. Aeronautics headquarters and the Wilder Hangar Facility. He was inducted into the S.C. Aviation Hall of Fame in 1992.

Surviving are his widow, Mary Ellen Hamilton of Tryon, N.C., and two sons, John W. III

and James Michael Hamilton of Columbia.

Memorials may be made to the Heart Association of S.C., Spartanburg County Unit, 300 E. Henry St., Suite 101, Spartanburg, SC 29302 or to The Citadel, Charleston, SC 29409.

Changes in the Air for Rock Hill-York County Airport

Next time you fly into the Rock Hill-York County Airport you may notice some changes are taking place.

Runway 2/20: The new numbering now matches the magnetic compass headings. The runway will be 5,500 ft. by 100 ft. and will accommodate 60,000 lbs. Blast pads at end will protect the ground from damage from take-offs.

Taxiways: A new full length parallel taxiway is located 400 feet from the runway centerline. Stub taxiways connect the parallel to the runway in the center and midway between the ends and center.

Lighting: The runway and taxiways have medium intensity lighting, automatically turned on at dusk. Pilots can also turn the lights on via unicom 122.8.

Signage: New lighted signs have been added, meeting the newest FAA requirements.

Approach to runway 2: Medium intensity flashing approach lights have been added to runway 2. These lights compliment the localizer and are another step in providing a full Category I ILS for this approach.

New Lake City FBO

Consolidated Aviation Services is now open for business at Lake City Municipal Airport.

Richard Zelnar, president and FBO, said Consolidated Aviation is offering flight training, line service, aircraft rental, charter, discount fuel sales and discount maintenance. The FBO is open from 8 a.m. to 6 p.m.

Stop by and welcome them.



Aviation Calendar

October 14
SC Helicopter Association
McEntire AFB
359-1160

October 17
Breakfast Club
East Cooper

October 20 - 22
Airport Pavement Seminar
Orlando, FL
The Asphalt Institute
(919) 828-5998

October 23 - 24
Darlington County Airport
Open House and Dedication

October 24-27
S.C. Airports Conference
Best Western
Landmark Resort Hotel
Myrtle Beach, SC

October 24
Breakfast Club
Daniel Field-Boshears
Augusta, GA

November 6
Breakfast Club
Griffin-Spaulding, GA

November 11
SC Helicopter Association
Donaldson Center
359-1160

November 14
Breakfast Club
Orangeburg Municipal
Airport

November 28
Breakfast Club
Greenwood Airport

Clearing the Way for Better Piloting: Operation Rain Check

Rain check is defined in Webster's Dictionary as: "A coupon guaranteeing a deferred admission that has been paid for, as to a baseball game in case of rain, also an assurance of a deferred extension of hospitality or privilege; as 'I'll take a rain check on that invitation'; 'the parachute is a rain check on life.'"

Few of us carry parachutes in today's modern aircraft, but we can carry another "Rain Check" on life in today's crowded skies. This Rain Check is a thorough knowledge and understanding of IFR procedures and the Air Traffic Control environment

in which we fly.

To achieve a higher level of aviation safety, and become better acquainted with the ATC environment, the Air Traffic Control Tower in Columbia, with the cooperative efforts of the South Carolina /Flights Standards District Office, the National Weather Service, and the Anderson Flight Service Station, will offer an eight-hour aviation course on October 30.

Operation Rain Check will be held at Midlands Technical College, Lexington Hall Building, Airport Campus. The course will begin at 9

a.m. with no charge for attendance.

Walk-ins are welcome but if you would like to reserve a seat, please call the Columbia Control Tower at (803) 822-4500, Monday through Friday between 8 a.m. and 4 p.m.

If you would like a better insight into IFR and VFR flying, plan on attending. All you have to do is be there. If you have any questions, please write or call - FAA, S.C. Flight Standards District Office, 103 Trade Zone Drive, West Columbia, SC 29170; or FAA Columbia Air Traffic Control Tower 2821 Aviation Way, West Columbia, SC 29170.

Lawrence Burian Retires from NATA

Officials of the National Air Transportation Association announced recently the retirement of the association's president, Lawrence L. Burian.

Chairman of the Board of Directors, Malcolm Graham, said "The NATA of today is a tribute to him. He has been a devoted and fiercely loyal employee for 20 years and we will miss him."

Burian joined NATA in March 1974 as Vice President of Industry Affairs and was elected to his first term as the Association's chief executive officer in September 1975, a position he has held until his retirement.

"I have vivid memories of my early days with NATA," noted Burian. "We had three employees, including me, 160 members with an annual budget of \$135,000. Today, we have 16 employees, nearly 2,000 members and an annual budget of \$2.5 million."

However, Burian is the proudest that NATA has grown and "is ranked at the top among industry leaders."

These Three "Ladies" Are Still Purring



"Diamond Lil", "FiFi", and "Tinker Belle" made their way across the state recently to show they have that "special something." The three "ladies", all fully-reconditioned WWII aircraft, are part of the Confederate Air Force's flying museum educating the public about world history. Above right, Bob Robbins, prepares "FiFi", a B-29, for visitors. While above, crew get the B-24A Liberator ready for touring.

State Grants To Be Announced at '93 Airport's Conference

Continued from Page 2

informative. If your airport has requested state grants, you won't want to miss this session.

The 16th Annual Airports Conference will be as interesting as the first one was in 1977, and I am positive conferences in the years ahead will continue to grow and develop

into one of the most influential aviation activities in the state.

The '93 Airports Conference will be the place to be October 24-27 and I hope to see you there!

John J. Salvo

Profiles in Aviation

Representative Joe Wilder A Strong, Clear Voice

In a quiet upstairs room of the Blatt building there stands a whirling dynamo, full of energy and determination. It's a face that's seen small steps become great achievements and it's a voice that's become stronger and clearer with hard work. That's Joe Wilder.

Wilder has been in the political eye for more years than he can count, first getting involved with broadcasting, then appointed to the S.C. Aeronautics Commission as an At-Large representative. But always getting involved.

Like hundreds of others, he dreamed about aviation. "Earlier generations thought about being railroad engineers, but in my generation it was airplanes... kids in the late 20's & 30's became fascinated with aircraft. We made model airplanes and from that, we envisioned some sort of a future in it."

Wilder was also a product of the time, becoming involved in World War II. After 50 years, he admitted that the military opened many doors for him. "I probably wouldn't have reached my goal of

flying if not had been for WWII. The war gave some many young men the opportunity to learn to fly."

He graduated from the Army flight school in the Class of 44F at Moody Field in Valdosta, GA. And during WWII he served in the 10th and 14th Air Force in the China-Burma-India Theater. "We arrived in the final days of the war in Japan supplying the bases."

Flying was more for enjoyment and excitement than career for Wilder who flew until a health condition stopped him in 1988.

During his 46 years of flying, he flew C-47s in the China-Burma-India Theater, a Cherokee for 10 years, a Cub, a Stearman, a BT-13, a BT-10, and a Taylorcraft.

Aviation has never been a career for Wilder, but it has been an exciting part of his life. When the U.S. came out of WWII Wilder said all military pilots were given a commercial license. "We all got one automatically, just by applying for it."

One of life's disappointments for Wilder was that "I didn't grow up in the jet age. I would've loved it. Wouldn't you?"

Shortly after WWII, he bought into WBAW radio station and developed a total of three AM and three FM stations. "I sold the stations in Hampton ten years ago, the station in North Carolina about 5 years ago and just this past year sold the Barnwell stations."

As his broadcasting career became more important to him, he didn't forget aviation. He just

started flying to his radio stations.

"One of the problems of flying today is the cost and upkeep of a small aircraft. If you're just doing it for a hobby, you have to be fairly affluent. As long as I could write it off as a business expense,

even my small business, I would fly. It gave me a resource to pay for my fun.

Broadcasting has been a big part of Wilder's life. He was on the air, for five to six days a week from 1947 until 1987, is a former president of the Broadcasters Association, and received their Hall of Fame honor. "You're welcome to go over to McKissick Museum and see my bronze bust anytime you want," he chuckled.

The Barnwell Democrat has served in the House since 1987, supporting all issues relating to the aircraft industry. But most of the legislation Wilder has sponsored pertains basically to attendant care for the disabled, and issues related to the problems of the disabled.

Wilder said the next legislative session will look for ways to alleviate the budget problems, debate on a state lottery, find alternative revenue sources and he hopes some property tax relief.

Whatever the cause, be it fighting for rights for the disabled, hunting for tax alternatives or solving aviation issues, Wilder has always been ready to offer a clear, strong voice, accept a good challenge and accomplish the task.

"...I was also proud that during those years we built or improved over 75 state airports..."



Rep. Joe Wilder at his legislative office talked about his 45 years in aviation.

New Greenwood Terminal Opens Its Doors

Continued from Page 1

Velux, Duke Power, Sarah Lee Knit Products, Davis & Floyd and Neptune Slumber Shades.

The 4,000 square-foot terminal building has a modern brick exterior with darkened glass and forest green metal roof. Inside, the building features skylights, recessed lighting highlighting silk plants, and full-length windows providing a vista to the runway.

There is also a pilots lounge with bunk beds, a complete kitchen, conference room, flight planning room and classroom.

The final cost of the terminal was about \$480,000 according to county manager Bob Haynie.



The sleek, new terminal building replaces the old facility which was constructed after World War II. The new building rests on the old foundation.

State Airports Awarded Airport Improvement Grants

Continued from Page 1

parking apron. Ninety percent of the total cost, \$470,709, will be provided by federal sources, and five percent provided each from local and state funds.

Conway-Horry County Airport: \$8,907 to amend a previous grant for clearing an additional 42 acres of airport property. Federal funds total \$160,322, with state and local sources providing the remainder.

Darlington County Airport: \$532 to amend a previous grant for the

reconstruction of a parallel taxiway. Federal sources are providing \$9,190; local funding sources are providing \$489.

Florence Regional Airport: \$10,728 to upgrade the airfield taxiway signage system to meet federal regulations for Part 139 air carrier airports. State and local sources will provide five percent each, while federal funds will provide 90 percent or \$193,117.

Greenwood County Airport:

\$47,154 to overlay and mark runway 9/27, install medium intensity runway lighting, and a precision approach path indicator system. Federal sources will provide \$848,774, with state and local sources providing the remainder.

Woodward Field Airport: \$19,250 to construct parallel taxiway to connect partial parallel taxiway to the apron. Federal funds total \$346,500, with state and local sources providing five percent each.

SCAA Seeks Nominations for Board

The S.C. Aviation Association Board of Directors is now accepting nominations for five positions on the board.

Four positions will be for three years, and one position will be for two years to fill the unexpired term of Tom Zollars of Hawthorne Aviation.

For more information on requirements and nomination forms, please contact SCAA president, John Ferguson at (803) 277-3152.

S.C. Airport Conference Gears Up For Fun

Continued from Page 1

of the Myrtle Beach Jetport from military to civilian will be held Monday as well as concurrent sessions on hurricanes, hazardous materials, pavement maintenance and fuel systems.

Tuesday will feature sessions on AIP selection process, buildings and grounds, and aircraft taxation.

Wednesday sessions offer CFR training, AWOS and security and contraband.

Other highlights include an awards banquet Monday evening, a gala on Tuesday night, a guided tour of Brookgreen Gardens, tours of the

Myrtle Beach Jetport and the North American Institute of Aviation, and shopping at the Pawley's Island Shops.

The conference will end after lunch on Wednesday.

Registration fees include all sessions, conference materials, meals, receptions and banquets. Basic registration is \$195 and guest registration \$100.

For more information about the conference please contact Curt Bramblett at (803) 329-5560, or Bette Fralick, treasurer 549-2233.

FYI from the FAA

Airspace Reclassification: The ABC's of Flight

The following material is from the **Airspace Reclassification Briefing Guide**, published by the FAA.

On, September 16, the United States implemented the International Civil Aviation Organization airspace classes that were adopted with the Airspace Reclassification Final Rule.

The Air Traffic Rules and Procedures Service has distributed basic editions of FAA orders 7110.10, 7110.65, 7210.3, and 7930.2, as well as the Pilot/Controller Glossary. These orders are being provided in advance of their normally scheduled dates to ensure for sufficient preparation for the Airspace Reclassification change.

The orders and associated briefing guides shall serve as the fundamental training material to meet this preparatory requirement for Airspace Reclassification.

Briefing guides and a review of the Airspace Reclassification videotape (if available) will assist you. Emphasis should be placed on how the change will impact your facility's particular airspace.

The following definitions are included in this section to aid the training preparation of all personnel for airspace reclassification.

Airspace Hierarchy: Within the airspace classes, there is a hierarchy and, in the event of an overlap of airspace: Class A preempts Class B, Class B preempts Class C, Class C preempts Class D, Class D preempts Class E, and Class E preempts Class G.

Controlled Airspace: An airspace of defined dimensions within which air traffic control service is provided to IFR flights and to VFR flights in accordance with the airspace classification.

Class A: Generally, that airspace from 18,000 feet MSL up to and including FL600, including the airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska. Unless otherwise authorized, all persons must operate their aircraft under IFR.

Class B: Generally, that airspace from the surface to 10,000 feet MSL surrounding the nation's busiest airports in terms of airport operations or passenger enplanements. The configuration of each Class B airspace area is individually tailored and consists of a surface area and two or more layers, and is designed to contain all published instrument procedures once an aircraft enters the airspace. An ATC clearance is required for all aircraft to oper-

ate in these areas and all aircraft that are so cleared receive separation services within the airspace. The cloud clearance requirement for VFR operations is "clear of clouds."

Class C: Generally, that airspace from the surface to 4,000 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower, are serviced by a radar approach control, and that have a certain number of IFR operations or passenger enplanements. Although the configuration of each Class C airspace area is individually tailored, the airspace usually consists of a surface area with a 5 nm radius, and an outer area with a 10 nm radius that extends from 1,200 feet to 4,000 feet above the airport elevation. Each person must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain these communications while within the airspace. VFR aircraft are only separated from IFR aircraft within the airspace.

Class D: Generally, that airspace from the surface to 2,500 feet above airport elevation (charted in MSL) surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored and when instrument procedures are published, the airspace will normally be designed to contain the procedures. Arrival extensions for instrument approach procedures may be Class D or Class E airspace. Unless otherwise authorized, each person must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while in the airspace. No separation services are provided to VFR aircraft.

Class E: Generally, if the airspace is not Class A, Class B, Class C or Class D, and it is controlled airspace, it is Class E airspace. Class E airspace extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace. When designated as a surface area, the airspace will be configured to contain all instrument procedures. Also in this class are Federal airways, airspace beginning at either 700 or 1,200 feet AGL used to transition to/from the terminal or enroute environment, enroute domestic, and offshore airspace areas designated below 18,000 MSL. Unless designated at a lower altitude, Class

E airspace begins at 14,500 MSL over the United States, including that airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska. Class E airspace does not include the airspace 18,000 MSL or above.

Class G: That airspace not designated as Class A, B, C, D, or E (uncontrolled airspace).

Well folks,

I hope it wasn't as bad as some of you expected. Sept. 16, came and went, and we now have new airspace classifications. I have covered South Carolina in the past year, talking about the new airspace; so it shouldn't have been too difficult for you.

If you have questions, please call me so we can talk about it before you have any trouble. I have also asked the AOPA to come and talk about airspace as it relates to you.

I have scheduled a session in Columbia Oct. 18, Greenville Oct. 19, North Charleston Oct. 20 and Savannah Oct. 21. Watch your mail boxes for fliers!

I still have some brochures that I can send you. If you need some, please call me at (803) 765-5931.

Dick Hitt

FAA Accident Prevention
Program Manager

Last month, the article on this page *Maintenance Aspects of Owning Your Own Airplane (FAA-15A)* was not attributed. You can request this from the FSDO at (803) 765-5931. Sorry for the error.



**SOUTH CAROLINA
DEPARTMENT OF COMMERCE
DIVISION OF AERONAUTICS**
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Columbia, SC 29228-0068

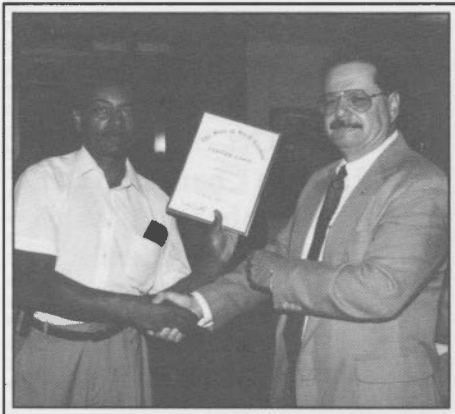
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This Month.... Inside Palmetto Aviation

- Joe Wilder: A Strong, Clear Voice
- The Gears are Up for the '93 Airports Conference
- Greenwood Terminal Opens for Traffic

....and much, much more!!

Aeronautics Automotive Personnel Receive Citation



The S.C. Aeronautics Division automotive shop personnel received a citation recently from the state Budget and Control Board.

The certificate was awarded to the automotive facility for having met the state's strict requirements



established by the S.C. Vehicle Maintenance Program.

At left, Bill Adams, Shop Supervisor, accepts the certificate from Joseph Saleeby, Aeronautics Director. Above, shop personnel and supervisors after the awards presenta-

tion. From left to right: Randy Brazell, Lynn Bull, Jimmy Melton, Jim Nash, Calvin Walker, Dan Reeves, Bill Walls, Bobby Lunn, Bill Adams and Joseph Saleeby. Absent was Stanley Baker.

Congratulations!

This bi-monthly publication is printed at an annual cost of \$5,832,000, and has a circulation of 7,000 per edition for a cost of \$.14 per copy. Palmetto Aviation is printed and distributed by the S.C. Department of Commerce, Division of Aeronautics in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the Division of Aeronautics.